

AIRPORT AUTHORITY MINUTES

Noon, June 27, 1979

Members Present: Chairman Maxine Albers, Commissioners Rick Enstrom, Dale Hollingsworth and Mike Kelly.

Pursuant to notice of Special Meeting the meeting was called to order by Chairman Albers.

List of the Accounts Payable (attached) was circulated, the additional check noted for \$750.00 payable to Dr. Jan Krieder and Blake Chambliss was presented with an explanation from Assistant Manager Paul Bowers that this would be a partial payment for Blake Chambliss to enlist the expert services of the nationally known energy consultant Jan Krieder to solicit a D.O.E. Passive Solar Commercial Buildings Design Assistance and Demonstration grant for executing the design of a new terminal passive solar system plan. The total amount of this subcontract to Chambliss would cost the Authority a lump sum of \$2,500.00 and might result in obtaining grants for the design of up to \$30,000 initially, and subsequently up to \$150,000 for the construction of the actual system and an unspecified amount for information dissemination after construction completion. Mr. Bowers also asked that authority be given to solicit support for this federally funded grant with the assistance of our elected representatives and others. Mr. Mike Kelly moved that the \$750 be allowed, that Blake Chambliss be authorized to incur the expenses as part of the planning process and that the Authority be authorized to seek the assistance of anyone who might be of help in obtaining the grant. The motion was seconded by Mr. Dale Hollingsworth and passed unanimously.

In discussion some concern was expressed other architects might be excluded from consideration for the ultimate terminal design and construction. Mr. Spelman explained that Mr. Chambliss in submitting

his report on alternatives, criteria and estimated costs would also be submitting a program schedule which would include a period for architect selection.

The remainder of the Accounts Payable were reviewed and Commissioner Enstrom asked why the total of the listed items on the Petty Cash Account was more than the amount of the warrant and noted the amount for the AAAE meetings. Mr. Spelman explained that the amount of the warrant was to bring the balance of the account back to \$500.00 and the AAAE meetings included three attendances, the Boston meeting which was just over and the airline tickets for the national conference this fall. The reason the tickets were bought now was to make a substantial savings. There were no further questions. Mr. Hollingsworth moved to pay the Accounts Payable, Commissioner Enstrom seconded the motion which passed unanimously.

Mr. Hollingsworth asked the Chairman for time in which to make a presentation outside of the Agenda which was agreed to by all members. Mr. Hollingsworth noted that his long time interest in aviation dating from Navy flying days and with the operation of municipal airports both in Oregon and here since the early 1960's when Walker Field was a joint City/County operation. He referred to the economic impact study done in 1966 through the auspices of the Chamber of Commerce and in 1968 the County in particular ran into problems with financing large improvements through assessments and that it was at this time that the notion developed that the Airport could pay for itself. This latter was a proposition that he did not agree with. It was in this light that the Airport Authority was created in 1971.

He feels that there is now a need to analyze this system. He further states that the Aviation Committee of the Chamber was for

many years the only active group promoting the airport and felt that their relationship with the Airport Board had become antagonistic. He noted that former Chairman Brown asked for data and a study was prepared that he felt was ignored. He states that he feels the average citizen is ashamed of the facility noting in particular the parking lot and restrooms as well as the non-functional nature of the building. Further he feels that the suit involving the FAA was ill-advised and notes that he understands because of the suit \$2 Million (he thinks more) has been lost in ADAP funds.

Mr. Hollingsworth goes on to express that he thinks the governmental structure for the airport is wrong. He indicates that a problem is that it is tied to the County Commissioners and is too time consuming for the considerable demands that are made upon them and at least bi-monthly meetings should be held. That he can't conceive of the massive program like we are doing being done with the current administration and notes also that he believes the airport in the past has been dominated by its City members and City offices.

He proposes that the By-Laws of the Authority be amended to reorganize it to include one City Councilman, one County Commissioner, and 5 - 7 citizens who are aviation enthusiasts appointed by the Mayor of the City, Chairman of the County Commissioners and City Attorney.

Mr. Hollingsworth went on that there is the problem of getting the money for development and states in his opinion that we will never pay for the capital improvements needed from user sources. He notes in particular that in order to qualify for oil shale monies we should be able to show that the City and County are contributing monies to the airport.

Summing up Mr. Hollingsworth moves that the City/County Attorney be directed to prepare an amendment to the By-Laws for

subsequent consideration by the Board that would establish a new system of Board selection. The motion was seconded by Rick Enstrom and carried by the vote of the members present.

Some general discussion followed in which Mr. Spelman stated he wanted to correct one error that he thought was particularly damaging which was concerning the loss of ADAP monies and he states that there had not been nor could there have been, under the carefully worked out policy any loss of ADAP funds since March of 1977 and that the impression is based on a false understanding of when and for what the funds are available. Briefly, the Authority could not have spent any more than it has applied for and still have apportioned monies for terminal development, thus it could not have reached a point where any of the Trust Fund monies the F.A.A. may or may not have had available for distribution at their discretion could have been reached.

Returning to the Agenda Bob Kettle from the Development Department made a presentation of possible amendments to the 1041 Land Use Plan for area surrounding all airports that may be developed in Mesa County including Walker Field. He reviewed the meeting June 25 with representatives from Airport Planners Isbill and Associates and representatives from the State Land Use Commission Staff, the FAA and Walker Field Airport. He notes that the original 1041 plan adopted in 1976 is overly cumbersome and of questionable logic of stopping the planning process at the Highline Canal.

Mr. Kettle passed out and reviewed with the Board proposals as outlined on draft Number 3, explaining and outlining on the map what was referred to as Subdistricts 1, 2 and 3 and that also an overlay would be established that would incorporate all regulations as established in FAR 77. In particular it was commented that the Subdistrict 2, (areas off the end of each runway extending beyond

airport boundaries) would be zoned for certain purposes and that in Subdistrict 3 which includes Subdistrict 2 there would be a requirement that potential buyers or developers of the property be given notice of the fact of the operations of the airport and that this be acknowledged by deed or recorded plat stipulating that aircraft have the right to fly over the property, make noise and emit fumes and vibration and that also additional sound-proofing could be required. He states that he has left out a clause that would waive the right of suit.

Planning Director Conni McDonough indicates the importance of moving ahead with this program and asks for the Airport Authority's advisory input and comment by July 30. Members of the Board formally agree they will take up the item at the July 26th meeting and have the comments by July 30.

Mr. Kettle states that he believes this plan as being developed satisfies all the regulatory requirements and Mr. Spelman states he concurs and is particularly pleased with the idea of using the zoning powers and this relieves some of his concerns concerning possible dire economic results.

Commissioner Mike Kelly makes a motion that several of the airport tenants be selected for audit this year so that he could get a better picture of the financial development of the airport in relation to its plans. The motion died for lack of a second, with the explanation that it had already been approved and that Mr. Spelman would appreciate Mr. Kelly's expertise in getting the program underway.

Mr. Kelly also noted that the County had been collecting on behalf of the Airport the Aircraft Specific Ownership Tax and would like to see a program instituted to get a better check on Based

aircraft, suggesting a monthly listing of "N" numbers be accomplished by Airport personnel. Mr. Bowers stated he thought personnel were available and Mr. Spelman stated this could and would be accomplished.

Resolution authorizing the application for Cosponsorship Agreement and Grant Agreement for and the carrying out of the Runway Lighting Project, ADAP 05, was submitted by Mr. Spelman. Mr. Enstrom asked about the Clerk and Mr. Enstrom nominated Mary Ann Harms to be Clerk. Mr. Spelman said he would prefer to have the position if Ted Ford would not continue and also that he had, as requested, checked with Attorney Ashby who recommended the appointment. Also he stated he would like to be listed as Attorney for the purpose of signing off on the Grant Agreement for the Authority. The nomination was withdrawn and motion was made to pass and authorized the Chairman to execute the Resolution, have Ted Ford execute as Clerk and drop the listing of Mr. Spelman as Attorney. The Resolution was adopted with all members present voting yes.

The Cosponsorship agreement itself was presented and Mr. Spelman explained this is the system that he had worked out through Senator Hart's Office and the Washington F.A.A. whereby the City and County agree to assume obligations if the Authority is dissolved or in default and the Authority agrees to indemnify. This has permitted the Authority to continue as planned with the last two A.D.A.P. grants, satisfies the F.A.A. and the Colorado Law while the basic principles are being determined. Mr. Hollingsworth said he thought it showed that the Authority was not separate but part of the City. Mr. Spelman noted that the Colorado Law which forbids the Authority

from imposing a debt on the County or City also forms it as a municipal corporation in its own right but that the City and County could dissolve the Authority under the Law if they assume the debts. The authority to execute the Cosponsorship Agreement on behalf of the Airport Authority was included in the previous Resolution.

The meeting was informally adjourned at 3:00 p.m.